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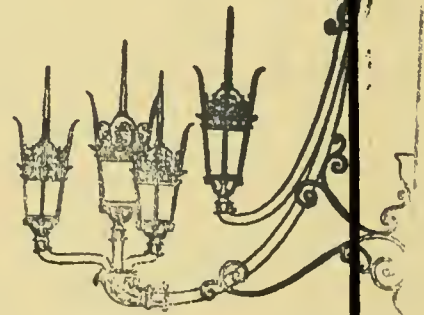
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PROPOSED DORCHESTER AVENUE IPOD BRIEFING DOCUMENT

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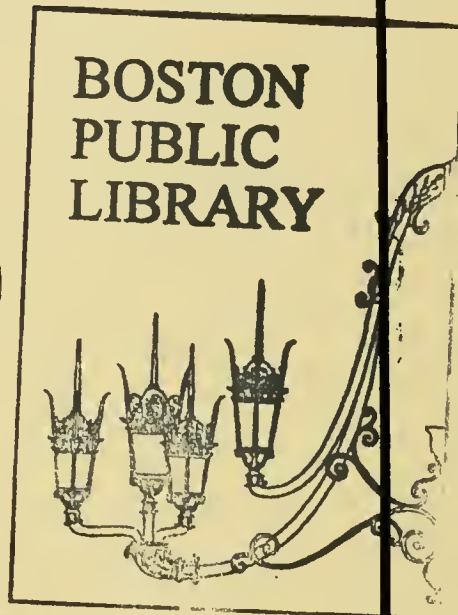
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PROPOSED
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Boston City Council

NEW CITY HALL

ONE CITY HALL SQUARE

BOSTON, MASSACHUSETTS 02201

JAMES E. BYRNE

725-3455

May 3, 1988

Mr. Robert L. Farrell, Chairman
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston, MA 02201

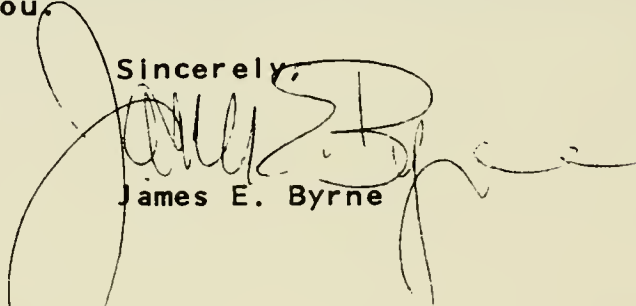
RE: Dorchester Avenue IPOD

Dear Mr. Chairman:

As Co-Chairman of the Dorchester Avenue Revitalization Team (DART), I am presenting this letter in support of the proposed Interim Overlay Planning District for Dorchester Avenue. As you may be aware, DART is an organization comprised of local residents, elected officials, civic association members, merchants and other representatives of government which was formed for the purpose of addressing the various issues surrounding licensing, development, parking and capital improvements along Dorchester Avenue. It was felt that for too long Dorchester Avenue lacked any systematic and comprehensive planning in its development, resulting in a hodge-podge of industrial uses without benefit of a long-term and cohesive vision for the Avenue. The need for a focus on these problems especially, zoning issues, became painfully evident.

In cooperation with the City of Boston, and the BRA in particular, DART has begun a process of addressing these problems. With the assistance of an urban design planner provided by the BRA, a review of the Avenue has been conducted and an IPOD plan has been presented at a series of public hearings held throughout the community. The reaction to the IPOD plan at these community hearing has been favorable and its implementation is looked upon as a positive step for Dorchester Avenue. Accordingly both as the area's City Councillor and a representative of DART, I would like to be recorded in favor of the proposed IPOD plan. Thank you.

Sincerely,


James E. Byrne

JEB/ceo

INTERIM PLANNING OVERLAY DISTRICT (IPOD) PROCEDURE

On November 23, 1984, an Interim Planning Overlay District (IPOD) Procedure was added to the Boston Zoning Code after due report, notice and hearing. In approving this historic zoning amendment, the Zoning Commission found that:

- o The attributes of an evolving city make it necessary from time to time to consider rezoning of an area;
- o it is usually desirable to precede a contemplated rezoning of an area with a comprehensive planning study;
- o a reasonable period of time is required to complete such comprehensive planning study, given the need to assemble and consider adequately the necessary economic, social, physical and other information, and to hold public hearings and otherwise involve the public in the planning process;
- o the preparation, drafting, and adoption of a proposed rezoning may take a significant period of time to complete;
- o in the time period during which the comprehensive planning study and contemplated rezoning are prepared, it is essential to protect the area under review from unwise development that would frustrate the ultimate goals of the comprehensive planning process and contemplated rezoning;
- o the use of interim zoning measures to protect the integrity of an area pending completion of a comprehensive planning study and preparation of a rezoning proposal is a commonly used technique around the country.

Under the requirements of Article 27 of the Zoning Code, an IPOD must include the following components:

1. Physical Boundaries: This section gives exact boundaries for the planning overlay district, and the sub-areas (if any) within the district.
2. Time Period: This section establishes the period in which the IPOD will be in effect. The Zoning Code allows a period of up to two years for an IPOD to be in effect. (On Boylston Street a one year time period is being proposed). At the end of the time period the interim planning process will expire and, either the new zoning developed during the planning process will be implemented, or the original, pre-IPOD zoning districts will be put back in force.
3. Characteristics of the District that Make the Current Zoning Inappropriate: This is an explanation of why the current zoning may be inadequate or inappropriate. For example, on Boylston Street, height controls in addition to floor area ratio controls are required to control development which is too dense or too high.

4. Goals and Objectives: This section provides a list of the objectives to be achieved in developing new zoning for the planning overlay area. For example, an objective might be to promote redevelopment that retains the character of the Back Bay.
5. Interim Controls: The interim controls outlined in this section will regulate development in the IPOD.
6. Timetable: A timetable will be specified for performing planning studies and drafting the new zoning district. Tasks in the timetable include: mapping existing land uses; establishing design, planning and environmental goals; and defining the new zoning. At the end of the interim period, any proposed new zoning will be recommended to the Zoning Commission for adoption.

Projects that are proposed during the IPOD period must adhere to the following process established through the Zoning Code. Applicants for a building permit which are not exempt under the IPOD regulations will have to receive an Interim Planning Permit from the Board of Appeal before the Inspectional Services Department can issue the requested permit.

Based upon the adopted IPOD regulations, the Inspectional Services Department will determine if an Interim Planning Permit is required. If so, the application will be denied and forwarded to the Board of Appeal and the Boston Redevelopment Authority.

After community review, the Boston Redevelopment Authority, as the City's planning agency must, within 90 days, report to the Board of Appeal whether or not the proposed action is consistent with the planning goals for the IPOD, and the comprehensive planning process.

The Board of Appeal will hold a public hearing on the proposal. In order to issue an Interim Planning Permit, the Board must find that the proposed action is consistent with the objectives of the Interim Overlay District, and that the proposed changes will not adversely affect the comprehensive planning process.

SUMMARY
PROPOSED DORCHESTER AVENUE IPOD

The Dorchester Avenue IPOD Amendment sets out controls that would be in place for a twelve month period along Dorchester Avenue to protect the area while planning and new zoning are underway. Residential Uses which involve no more than 4 units shall be exempt. The major elements of the IPOD are:

o Seven (7) Established Planning Areas:

- Andrew Square
- Columbia Road
- Savin Hill at Dorchester Avenue
- Glovers Corner
- Fields Corner
- Peabody Square
- Lower Mills

o Underlying Zoning and IPOD Conflict Provision

"Where conflicts between their respective provisions exist...the more restrictive provisions shall govern."

o Interim Height Standards

"Proposed Projects within the Dorchester Avenue IPOD shall be governed by the interim height standard of 35'.

o Open Space Plan

An Open Space Plan will be developed to emphasize historic, geographic and functional links to activity nodes, and to identify locations for new open space opportunities in the IPOD.

o Interim Parking Controls

Interim Parking Controls will be established, as follows, for market rate, newly created residential units:

<u>Dwelling Units</u>	<u>Off Street Spaces Required</u>
1 - 3	1.00
3 - 6	1.25
7+	1.33

For each unit sold to a low or moderate income household .90 off-street parking space shall be required, for elderly, low income households .20 parking spaces per unit shall be required.

- o Transportation Access Plan

A Transportation Access Plan will be required for all large-scale projects. The plan shall consist of impact assessments, parking and traffic mitigation and periodic evaluation components.

- o Transportation Master Plan

A Transportation Master Plan will be developed with the Boston Transportation Department to specify parking and access requirements for commercial and residential projects and to establish truck routes.

- o Design Guidelines

During the Dorchester Avenue IPOD planning period, design guidelines shall be developed that will reinforce the positive scale, character, massing and architectural elements that exist.

- o Sign Controls

The IPOD calls for on-premise sign and billboard controls to be developed.

Text Amendment Application No.
Boston Redevelopment Authority
Dorchester Avenue Interim Planning
Overlay District

TO THE ZONING COMMISSION
OF THE CITY OF BOSTON:

The Boston Redevelopment Authority petitions to amend the text of the Boston Zoning Code as established under Chapter 665 of the Acts of 1956, as amended as follows:

By inserting, for a period of twelve (12) months from the effective date of the amendment, after Article 27G, the following article:

ARTICLE 27H

DORCHESTER AVENUE INTERIM PLANNING OVERLAY DISTRICT

SECTION 27H-1. Statement of Purpose. The purposes of this article are to facilitate the comprehensive planning and rezoning of the Dorchester Avenue neighborhood; to manage the future development of Dorchester Avenue for the benefit of the Dorchester Avenue community and Boston; to address traffic congestion problems; to identify and facilitate appropriate siting of commercial parking areas to serve local businesses; to provide for appropriate urban design and development controls and guidelines; to provide for an appropriate mix of residential and commercial uses; to prevent and discourage the mixing of industrial and residential land uses; to insure the compatibility of new buildings, in terms of siting, scaling, massing, and architectural design, with existing neighboring buildings; to improve the quality of signage; to maintain and expand the stock of affordable housing; to support appropriate light industrial uses which create jobs; to enhance the appearance of the industrial zones; and to preserve, enhance, and create open space to be enjoyed by residents.

SECTION 27H-2. Declaration of Need for Interim Zoning. Interim zoning in the Dorchester Avenue Interim Planning Overlay District (IPOD) Study Area is necessary to provide the proper balance between competing land uses and economic and environmental factors, and to avoid poor siting or design of new buildings, both of which interfere with the effort to enhance the Study Area's urban design quality. Characteristics of existing zoning that render it inappropriate include its failure: to provide for adequate parking; to prevent traffic congestion; to discourage excessive density and height; to prevent overdevelopment; to prevent undesirable and noxious uses; to conserve and enhance open space; to prevent mixing of incompatible industrial and residential land uses and to provide for transitional or buffer areas between them; to prevent future signage which is incompatible with the Avenue's urban design character; to avoid further depletion of the area's housing stock; and to encourage residential and commercial uses which provide benefits to the community.

SECTION 27H-3. Definitions. For the purposes of this article only, the following words or phrases, when capitalized, shall have the meanings indicated.

1. "Adjusted Income" is defined as it is in 24 CFR §813.102, as amended, or as set forth in regulations adopted in accordance with Section 27H-20.
2. "Affordable" means, in the case of an owner-occupied dwelling unit, requiring the expenditure by a Low-Income or Moderate-Income Household for mortgage payments, insurance, real estate taxes, and condominium or cooperative fees of not more than thirty percent (30%) of

its Adjusted Income to occupy the unit; and, in the case of renter-occupied dwelling units, requiring the expenditure by a Low-Income or Moderate-Income Household for rent and utilities of not more than thirty percent (30%) of its Adjusted Income to occupy the unit.

3. "Annual Income" is defined as it is in 24 CFR §813.106, as amended, or as set forth in regulations adopted in accordance with Section 27H-20.
4. "Applicant" means any person or entity having a legal or equitable interest in a Proposed Project subject to the provisions of this article, as set forth in Section 27H-5, or the authorized agent of any such person or entity.
5. "Dorchester Avenue IPOD" means the regulations imposed by this article.
6. "Dorchester Avenue IPOD Study Area" means the area defined in Section 27H-4.
7. "Low-Income Household" means a household whose Annual Income does not exceed fifty percent (50%) of the Median Gross Income of households in the Boston Standard Metropolitan Statistical Area.
8. "Market Unit" means any dwelling unit available for purchase without restrictions as to income of the purchasing household.

9. "Median Gross Income" is defined as it is by the United States Department of Housing and Urban Development, pursuant to 24 CFR §813.102, as amended, or as set forth in regulations adopted in accordance with Section 27H-20.
10. "Moderate-Income Household" means a household whose Annual Income does not exceed eighty percent (80%) of the Median Gross Income of households in the Boston Standard Metropolitan Statistical Area.
11. "Proposed Project" means any erection, substantial extension or exterior demolition of any structure or part thereof, or the change of use or occupancy of any structure or land, including a change of use that decreases the number of dwelling units within the Dorchester Avenue IPOD study area, for which the Applicant is required to obtain a building or change of use or occupancy permit.
12. "Residential Uses" means Use Item Numbers 1 through 8A, inclusive, as described in Table A, Section 8-7.
13. "Underlying Zoning" means all zoning regulations, with the exception of this article, which are contained in this Code.
14. "Zoning Relief" means any variance, conditional use permit, interim planning permit, zoning map or text amendment, or any other relief granted by the Zoning Commission or Board of Appeal.

SECTION 27H-4. Establishment of Planning Areas. This article shall be applicable only in the Dorchester Avenue IPOD Study Area, consisting of the seven (7) planning areas depicted in Appendix A and as more particularly described on Map 5 North Dorchester, and Map 8 South Dorchester of the series of maps entitled 'Zoning Districts - City of Boston' dated August 15, 1962, as amended. The seven planning areas shall be:

1. Andrew Square
2. Columbia Road at Dorchester Avenue
3. Savin Hill at Dorchester Avenue
4. Glovers Corner
5. Fields Corner
6. Peabody Square
7. Lower Mills

SECTION 27H-5. Applicability. Unless otherwise exempt pursuant to this section, any Proposed Project within the Dorchester Avenue IPOD Study Area is subject to the provisions of this article. The following Proposed Projects, however, are exempt from the provisions of this article.

1. Any Proposed Project for which application to the Inspectional Services Department for a building or use permit has been made prior to the first notice of hearing before the Zoning Commission for adoption of this article and for which no Zoning Relief is required.
2. Any Proposed Project for which appeal to the Board of Appeal for any Zoning Relief has been made prior to the first notice of hearing before the Zoning Commission for adoption of this article, provided that such Zoning Relief has been or is hereafter granted by the Board of Appeal pursuant to such appeal.

3. Any Proposed Project or site for which application for approval of a development impact project plan, planned development area development plan, or planned development area master plan has been submitted to the Boston Redevelopment Authority prior to the first notice of hearing before the Zoning Commission for adoption of this article, provided that such development impact project plan, planned development area development plan, or planned development area master plan has been or is hereafter approved by the Boston Redevelopment Authority pursuant to such application, whether or not such application or such development impact project plan, planned development area development plan, or planned development area master plan is thereafter modified or amended.

SECTION 27H-6. Zoning Regulations in Effect; Conflict Provisions. The Dorchester Avenue IPOD and Underlying Zoning together constitute the zoning regulations for the Dorchester Avenue IPOD Study Area. Upon expiration of this article, the Underlying Zoning shall be the sole set of zoning regulations for the Dorchester Avenue IPOD Study Area. While the Dorchester Avenue IPOD is in effect, the provisions of the Dorchester Avenue IPOD supersede Underlying Zoning where conflicts between their respective provisions exist; provided that: (a) notice of a public hearing before the Zoning Commission for adoption of said Underlying Zoning was published prior to the effective date of this article; and (b) with respect to building heights and FARs the more restrictive provisions shall govern.

SECTION 27H-7. General Land Use Objectives for the Study Area. The general land use objectives for the seven planning areas are as follows: to exclude introduction or expansion of industrial uses which involve hazardous,

dangerous, or environmentally degrading materials; to protect desirable industrial job producing uses where these uses do not conflict with housing; to provide for an appropriate mix of allowed land uses which encourages residential development where appropriate; to provide for height and floor area ratio standards that reinforce the existing character and low scale of residential development and direct more dense development to appropriate sites within the Dorchester Avenue IPOD Study Area; to provide a balance between development, the preservation of the quality and amount of air, light, and open spaces, and adequate parking and traffic flow; to encourage the maintenance, expansion, and enhancement of public open space; and to encourage enhancement of the urban design character of Dorchester Avenue. The purpose of the revised zoning will be to: (a) protect and promote the Boulevard Planning Districts as gateways to the community and as mixed-use commercial centers; (b) encourage a mix of uses which, by providing employment opportunities, services for residents and visitors, and affordable and market rate housing, promotes and sustains economic viability and residential stability; (c) develop a plan for the preservation of open space and historic structures; (d) develop parking and transportation access plans which identify appropriate sites for commercial parking; and (e) develop design guidelines and billboard sign controls to enhance the aesthetic character and economic viability of the Dorchester Avenue IPOD Study Area.

SECTION 27H-8. Interim Use Controls. To protect the Dorchester Avenue IPOD Study Area from development inconsistent with the goals of the comprehensive planning process and contemplated zoning changes, Proposed Projects within the Dorchester Avenue IPOD Study Area subject to the provisions of this article are subject to the interim use controls set forth in this section.

1. In addition to the Proposed Projects exempt pursuant to Section 27H-5, Proposed Projects which include Residential Uses described in Use Item Numbers 1 through 4, inclusive, in Section 8-7, Table A, and which involve no greater than four (4) dwelling units, are allowed, and are exempt from the requirement of issuance of an Interim Planning Permit, provided that such Proposed Projects are in compliance with the Interim Height Controls set forth in Section 27H-9, the Interim Parking Controls set forth in Section 27H-11, and Underlying Zoning.
2. Use Item Numbers 34A, 53, 57, 57A, 64, and 70, and uses ancillary or accessory to Use Item Number 70 as specified in Section 8-7, Table A, are forbidden uses.

SECTION 27H-9. Interim Height Standards. Proposed Projects within Dorchester Avenue IPOD Study Area subject to the provisions of this article, shall not exceed a height of thirty-five (35') feet.

SECTION 27H-10. Open Space Plan. During the Dorchester Avenue IPOD planning period, an Open Space Plan shall be developed by the Boston Redevelopment Authority in conjunction with the community, to accompany revised zoning and to guide future development. The Open Space Plan shall:

1. Emphasize historic, geographic, and functional links to historic Dorchester Avenue and to activity nodes within the Dorchester Avenue IPOD Study Area, and to the open space and park system of Boston.
2. Identify appropriate locations and opportunities for major new open space sites along Dorchester Avenue.

SECTION 27H-11. Interim Parking Controls. The following Interim Parking Controls shall apply to any Proposed Project within the Dorchester Avenue IPOD Study Area: for a use listed in Table A of Section 8-7 under Use Item Numbers 5, 6, 7, 14, or 15:

1. For any newly created market rate residential unit(s) the following ratios of number of off-street parking spaces per unit shall apply unless otherwise excepted by this section:

<u>Number of Dwelling Units In Residential Structure</u>	<u>Off-Street Parking Spaces Required for Each Unit</u>
1 to 3	1.00
3 to 6	1.25
7 and above	1.33

2. Off-street parking facilities shall be provided at a ratio of 0.90 parking space for each dwelling unit that is rented or sold to a Low or Moderate Income Household.
3. Proposed Projects which include housing for Low-Income Households of elderly persons shall provide 0.2 spaces per dwelling unit for any portion of such Proposed Project constructed under the Housing Authority law of the Commonwealth of Massachusetts and/or the United States Housing Act of 1937 as amended.

SECTION 27H-12. Transportation Access Plan. A Transportation Access Plan to be submitted to the Boston Transportation Department and Boston Redevelopment Authority is required of any Applicant seeking a building permit for any Proposed Project: (a) exceeding one hundred fifty thousand (150,000) square feet in gross floor area; (b) exceeding fifty thousand (50,000) square feet in gross floor area which includes a Retail Use as

specified by Use Item Numbers 34, 34A, 35, 36, or 36A; or (c) which includes a Residential Use for thirty (30) or more dwelling units. The Plan shall consist of impact assessment, mitigation, and monitoring components as follows:

1. The impact assessment component shall identify and evaluate the impact of the Proposed Project on the city's transportation network.
2. The mitigation component shall propose measures to minimize, to the extent economically feasible, the transportation-related impact of the Proposed Project.
3. The monitoring component shall describe provisions for periodic re-evaluation of the effectiveness of proposed mitigation measures.

SECTION 27H-13. Transportation Master Plan. During the Dorchester Avenue IPOD planning period, a Transportation Master Plan for the Dorchester Avenue IPOD Study Area shall be developed by the Boston Redevelopment Authority in coordination with the Boston Transportation Department, and shall include the following:

1. Determination by the Boston Transportation Department of off-street parking requirements for all Proposed Projects.
2. Specification of parking and access controls to be implemented in Business and Industrial districts.
3. Identification of appropriate sites within Business and Industrial districts for commercial parking.

4. Analysis of public transit access locations relative to siting and size of any potential or actual Proposed Project.
5. Determination by the Boston Transportation Department of specified truck routes that avoid residential streets.

SECTION 27H-14. Design Guidelines. During the Dorchester Avenue IPOD planning period, design guidelines shall be developed by the Boston Redevelopment Authority, working with the community, to promote residential and commercial neighborhood design for future development that will enhance the community and reinforce the positive scale, character, massing, and architectural elements that exist in the Dorchester Avenue IPOD Study Area. Design guidelines shall, at a minimum, address building design, open space, landscaping, and signage. Sign controls for on-premises signs and billboards shall be developed. In order to develop and implement these guidelines, a Design Advisory Group shall be formed by the Dorchester Avenue Revitalization Team, local civic and design groups, and community residents, to work with the Boston Redevelopment Authority. Design guidelines for manufactured housing shall be promulgated by the Boston Redevelopment Authority, and all manufactured housing located within the Dorchester Avenue IPOD Study Area and erected during the interim planning period shall comply with these guidelines.

SECTION 27H-15. Site Plan Review. Within the Dorchester Avenue IPOD Study Area, site plan review by the Boston Redevelopment Authority and review by the Dorchester Avenue Revitalization Team, local civic groups, and community residents shall be required for any Proposed Project subject to the

provisions of this article. Site plan review shall address, but not be limited to the following:

1. building height and massing;
2. transportation access and the provision of parking;
3. open space and landscaping;
4. historic preservation;
5. signage;
6. building siting and design; and
7. location and design of parking.

SECTION 27H-16. Standards for Issuance of Interim Planning Permit. The Board of Appeal shall grant an Interim Planning Permit only if it finds that: (a) the Proposed Projects benefits to the community outweigh the burdens imposed; and (b) that the Proposed Project is in substantial accord with the following:

1. The land use objectives set forth in Section 27H-7;
2. The Interim Use Controls set forth in Section 27H-8;
3. The Interim Height Standards set forth in Section 27H-9;
4. The Interim Parking Controls in Section 27H-11;
5. The Transportation Access Plan requirement set forth in Section 27H-12.
6. The design guidelines developed pursuant to Section 27H-14; and
7. Any other provisions of this article.

In issuing an Interim Planning Permit, the Board of Appeal shall provide in its written decision specific reasons why the Proposed Project is in substantial accord with the above standards.

SECTION 27H-17. Enforcement. The Commissioner of Inspectional Services shall not issue any building, demolition, or use permit for any Proposed Project, subject to the provisions of this article, unless the Board of Appeal has approved an Interim Planning Permit for the Proposed Project.

SECTION 27H-18. Sunset Provision; Subsequent Amendments. This article shall be in effect for twelve (12) months from the effective date of this amendment, unless otherwise extended pursuant to Section 27-2. While in effect, this article or portions of this article may be repealed or superseded by subsequent amendments to this article, or by amendments to the Underlying Zoning as to which notice of a public hearing before the Zoning Commission is published after the effective date of this article. Upon expiration of the twelve (12) month period for which this article is in effect, the Underlying Zoning shall alone constitute the zoning regulations for the area governed by this article.

SECTION 27H-19. Timetable for Rezoning. Submission of proposed zoning changes by the Boston Redevelopment Authority to the Zoning Commission shall be completed within ten (10) months from the enactment of the Dorchester Avenue IPOD, and the Zoning Commission hearing on any petition to adopt proposed zoning changes shall be completed within twelve (12) months of the enactment of the Dorchester Avenue IPOD; provided, however, failure of the Boston Redevelopment Authority to submit proposed zoning changes to the Zoning Commission within ten (10) months, or failure of the Zoning Commission to conduct a hearing on such zoning changes within twelve (12) months, shall not invalidate any provision of the Dorchester IPOD or Underlying Zoning.

SECTION 27H-20. Regulations. The Boston Redevelopment Authority may promulgate regulations to administer this article.

SECTION 27H-21. Severability. The provisions of this article are severable, and if any such provision or provisions shall be held invalid by any decision of any court of competent jurisdiction, such decision shall not impair or otherwise affect any other provision of this article.

Petitioner: Boston Redevelopment Authority

By: Stephen Coyle, Director

Address: One City Hall Square
Boston, Massachusetts

Telephone: (617) 722-4300, Extension 201

Date: _____



Dorchester Avenue Interim Planning Overlay District

Bounded:

easterly and westerly by lines parallel to and two hundred (200) feet east and west of the center line of Dorchester Avenue;

northerly by a line perpendicular to said parallel lines through a point two hundred (200) feet north of the northerly sideline of Southampton Street at its junction with the sidelines of Dorchester Avenue; and

southerly by a line perpendicular to said parallel lines through a point two hundred (200) feet south of the junction of the center lines of Dorchester Avenue, Adams Street, and Washington Street at Pierce Square.

LAND USE AND URBAN DESIGN ANALYSIS

Lower Mills to Peabody Square

Resources:

- Landmark buildings-- establish unique character
- Consistent underlying stock of commercial and residential buildings creates strong "Main St." character
- Streetscape improvements at Lower Mills emphasize, enrich character
- Dorchester Park edge is attractive, strong visual amenity
- Cemetery, small park at Peabody Square, landscaping at apartment house all contribute visual amenity
- Peabody Sq. clock
- Strong relationship to adjacent neighborhoods:
 - commercial uses generally serve community;
 - residential areas highly consistent with adjacent side streets;
 - Carney Hospital appears to serve larger Dorchester community

Problems:

- Facades disrupt/obscure underlying character of buildings, Avenue
- Signage problems detract from potential character of Peabody Sq.
- Dorchester Park needs restoration, improved security, programmed uses
- Ashmont Station street edge is poorly landscaped
- Boston Edison site
- Incompatible auto-related uses at Gallivan Blvd./Peabody Sq.
- Large areas of street-front parking detract from visual quality near Peabody Sq.
- Vacant parcels detract from visual quality at Peabody Sq.

Fields Corner and Approaches

Resources:

- Strong stock of commercial buildings at Fields Corner / residential buildings along southern approach
- Landmark buildings re-enforce character
- Town Field-- well used and potential visual amenity / civic space (field house to be renovated)
- Streetscape improvements at Fields Corner
- Strong relationship to larger Dorchester community and adjacent neighborhoods with adjacent side streets

Problems:

- Excessive signage-- poorly designed / significantly disrupts underlying character
- Inappropriate facades disrupt character of buildings, Fields Corner
- Auto-related uses approaching Freeport St. compete with pedestrian, neighborhood center, character
- Street-fronting parking detracts from "village center" character, particularly from Adams to Kimball
- Shopping Center detracts significantly, is visually / functionally isolated:
 - parking lot
 - facades
 - signage
- Town Field is visually "tired", does not fulfill visual / civic promise
- MBTA station and overpass detract significantly from Fields Corner's character
- Billboards disrupt character and are highly inappropriate to neighborhood character

Five Corners/Savin Hill Avenue

Resources:

- Small groupings of attractive retail/residential buildings near /Fields Corner indicate former character

Problems:

- Section of Avenue does not serve neighborhood, replaces functional and visual characteristics of neighborhood "Main St." found elsewhere on the Avenue with poor quality "strip"
- Vacant, under-utilized, land further detracts from appearance, suggests possible future land use shifts, and raises issues of expansion of current uses
- Signage emphasizes chaotic character of uses, buildings
- Extensive poor quality facades create bleak public environment
- Excessive street-fronting parking emphasizes "strip" character
- Billboards emphasize "strip" character

Columbia Road to Andrew Square

Resources :

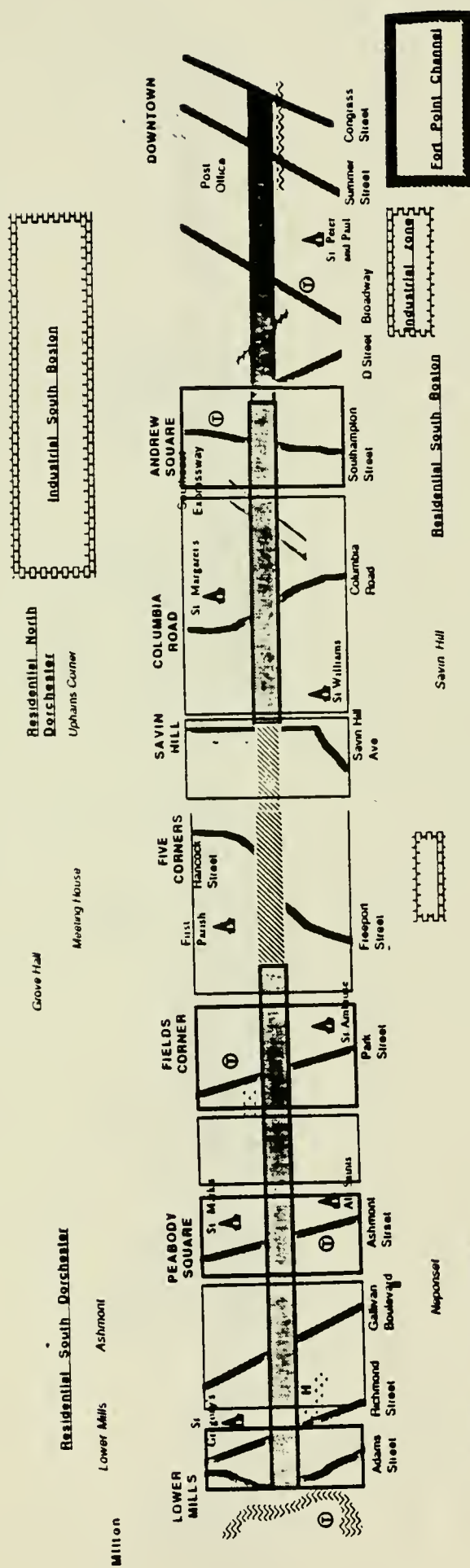
- Consistent stock of residential and mixed retail/residential buildings extends for several blocks on both sides of Columbia Road

Problems :

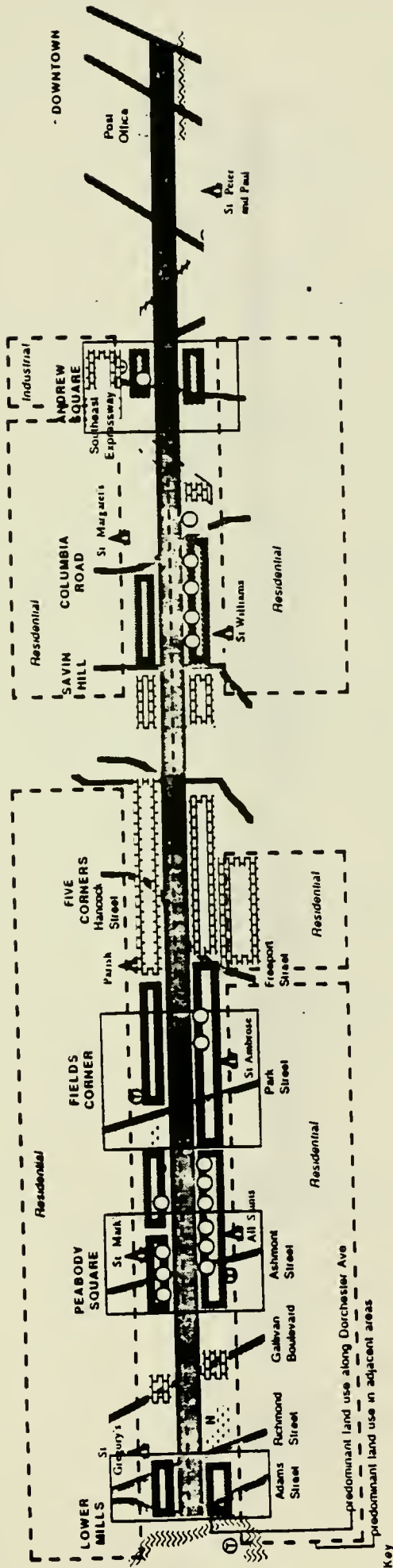
- Underlying character of buildings along the Avenue maintains strong visual/functional relationship to adjacent neighborhood:
 - commercial uses serve community
 - residential buildings are consistent with buildings on adjacent side streets
- Landmark buildings, particularly at Columbia Road, contribute to character
- Small Ryan playground provides visual amenity

Problems :

- Excessive, poorly designed, signage detracts from Andrew Sq. and obscures character of five blocks south of Columbia Rd.
- Inappropriate facades disrupt character of mixed-use buildings near Columbia Rd. and at Andrew Sq.
- Extensive vacant and underutilized land along both sides of the Expressway isolate Andrew Square from Columbia Road area
- Auto-related uses detract from neighborhood character / diminish visual quality, at Columbia Rd.
- Industrial use at Expressway conflicts with residential, neighborhood character of this portion to the Avenue
- Andrew Square is dominated by street-fronting parking and auto-related uses
- Andrew Sq. MBTA station is in poor repair / presents bleak front to Square

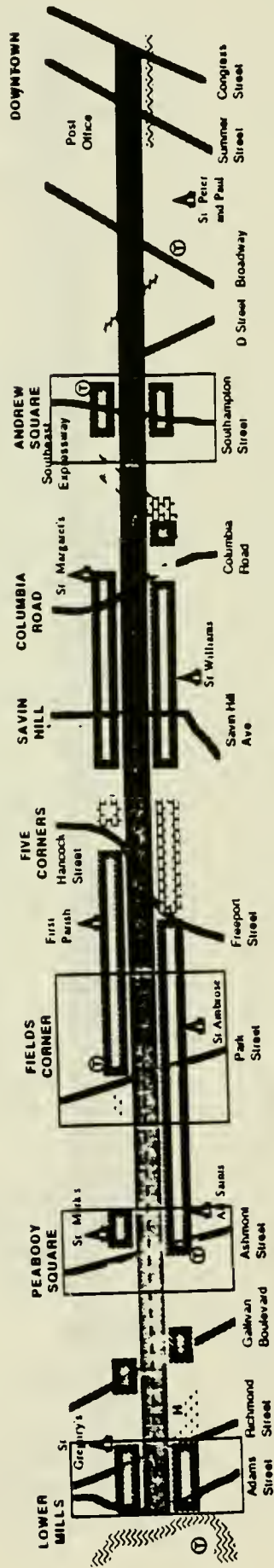


- Key**
- Dorchester Avenue serves local neighborhood as commercial or residential "Main St."
 - Dorchester Avenue does not serve local neighborhood, primarily devoted to auto related and/or industrial uses
 - study area
 - neighborhood commercial center/study area
- Dorchester Avenue Overview**






- Key**
- primarily residential
 - primarily commercial
 - primarily mixed residential/commercial
 - primarily mixed residential/auto-related
 - primarily industrial/auto-related
 - incompatible auto related and industrial uses
 - neighborhood commercial districts

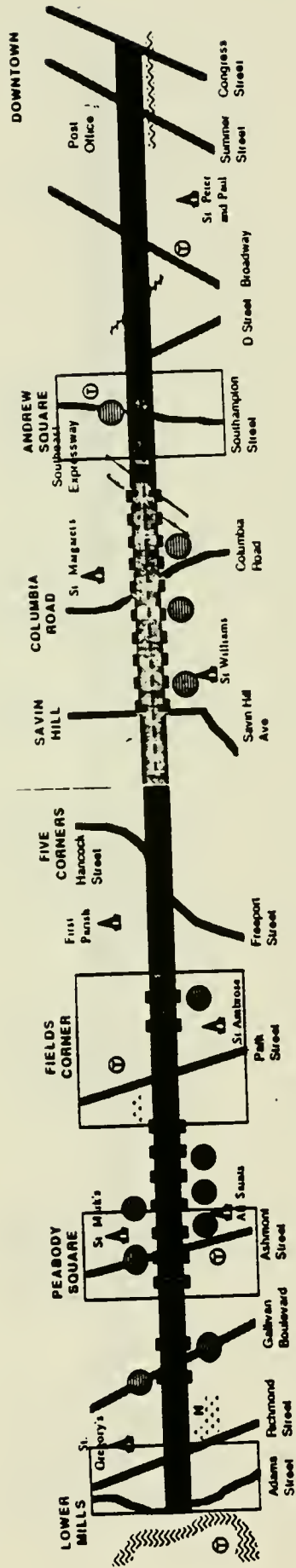
Existing Land Use Pattern



Key - Use Districts

-  primarily "B" and "L" districts (commercial districts which allow some auto-related uses as conditional uses)
-  primarily "R" and "H" districts (residential districts)
-  primarily "I" and "M" districts (industrial districts which allow retail and some auto related uses)

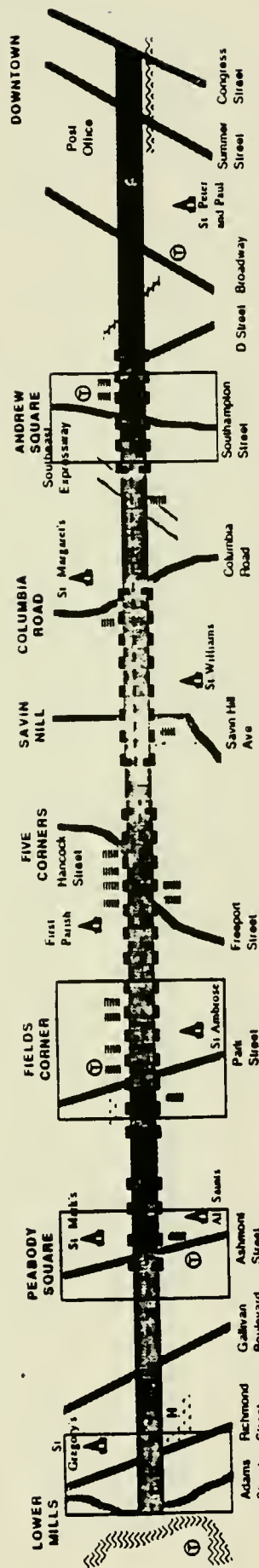
Current Zoning Patterns



Key - Problem Areas.

- existing zoning land use provisions appear to be responsible for signal-
- cant land use conflicts
- areas with auto-related / industrial land use conflicts

Current Zoning Issues

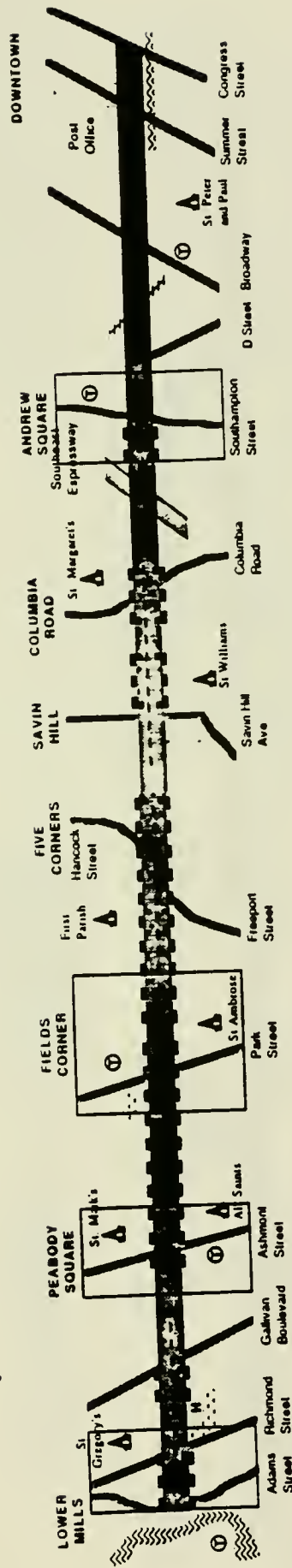


Key: Signage Issues

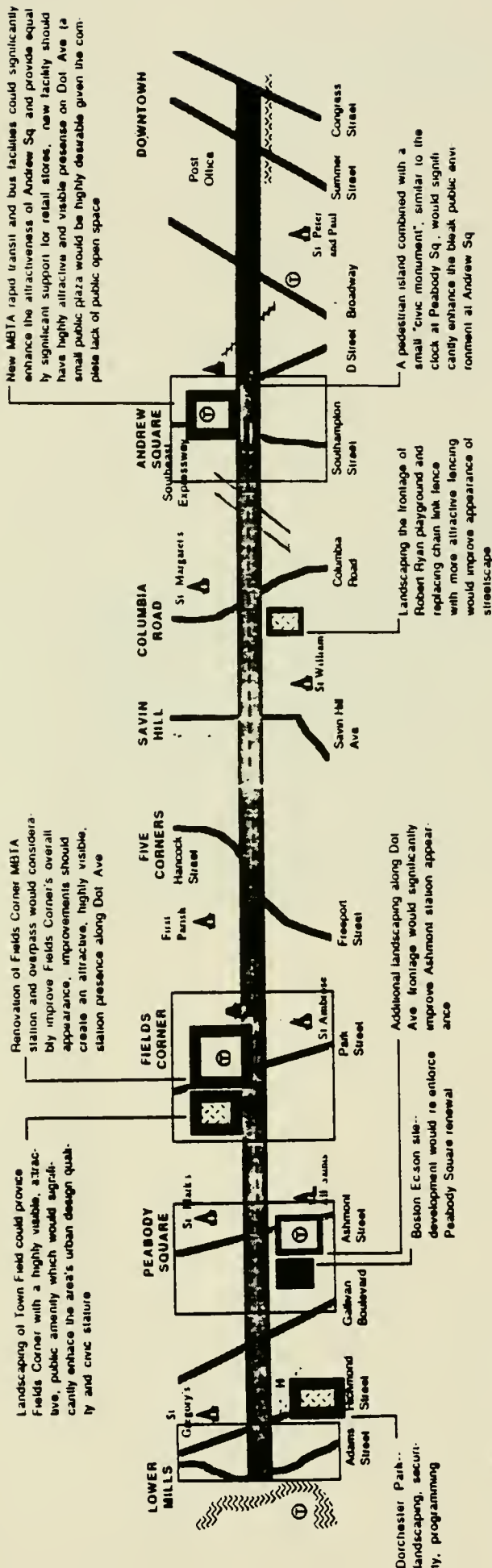
- zone in which signage creates sig.
- significant urban design problems

||||| billboards

Signage Issues



Facade Issues



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